TWO VIEWS OF THE DREADFUL WRECK OF THE MILE-A-MINUTE FEDERAL EXPRESS NEAR BRIDGEPORT





prompted him to approach that short crossover with his throttle wide open and his exhaust working like the long roll of a drum.

Railroad men say that Curtis, from his long experience with the Cannon Ball freight, momentarily forgot that he was pulling a passenger train and assumed that he was going right through Bridgeport on the inside eastbound track. At any rate, although the signals were set showing that the switch was thrown for the crossover, Curtis did not slow down.

The great locomotive hit the switch with a lurch that almost overturned UNIDENTIFIED MAN. it. The terrified tower operator saw a burst of steam from the dome CHRISTIE C. W. No. 201 Rittenhouse of the boiler and heard the scream of protesting running gear that signals the application of the air brake. The two baggage cars, careening like salling vessels in a strong wind, swung across to the outside track. Then UNIDENTIFIED YOUNG WOMAN. came the day coach and five sleepers.

The outside track on the trestle yielded under the resistless sidewise crunch of the ponderous locomotive drive wheels as they left the curve of UNEDENTIFIED WOMAN, about fiftythe crossover and aligned along the rail on the track that led straight to the station, a mile away.

LEAFED FROM TRACKS LIKE LIVE THING.

Something gave way. It may have been a spike that had none too strong a grip in a tie. It may have been a plate holding the matched ends of two rails. Slight as the yielding may have been, it offered an opening for ton upon tons of metal, instantaneously changed from an orderly, controlled medium of transportation into a wild instrument of destruction. The CLARK, MRS. SARAH, Washington. outside track gave way, the locomotive and tender struck the stout, solidly- CLEPHONE, MRS. W. B., Cherry riveted steel guard-rail and shot across the trestle or viaduct on the ties.

As the pilot wheels struck the soft cinders of the embankment, the CORNING, MISS MATTIE, Philadellocomotive leaped out into space like a thing alive, dragging the tender after it. The coupling between the tender and the locomotive was ... apped CZALOBRO, ANTONY, eight years; inoff and the litter of air and steam and water pipes and hose ripped asunder. CZALOBRO, CHRISTIE, five years; The tender, with its load of coal and water, toppled over down the embank-· ment into the right of wav alongside the big, neat grounds of Mrs. James Horan, whose fruit, flower and vegetable gardens skirt the track at the CZALOBRO, SARAH, No 521 South

The locomotive ploughed shead fully one hundred feet from the tender DORSEY, MRS. ISABEL, Washington. and dropped heavily on its side. The engineer and fireman, crushed and FRAZER, CARL, Havre de Grace, Md. mangled, lay lifeless underneath the wreckage of the steel monster that had PRENHOLM, W. D., Cary's Creek, M4.; been subservient to their will but a few seconds before.

In the meantime the rest of the train had piled itself up much as children are piled in the game of "crack the whip." The car next to the lecomotive, a combination baggage and express, followed the embankment GIBBS, MISS HELEN, Washington tive, where it slid down the slope, dug its forward platform into the cinders GREEN, EDWARD M., Huntington, Pa and sand, reared up behind and literally fell into itself. Right on top of the forward car piled the second baggage car, with its sides bulging and GRIMKE, MISS ANGELINE, Wash-No. 2221 Sears street, Philadelphia.

COACHED LEAPED LIKE A MAN DIVING.

The day coach, which was coupled behind the two baggage cars, remained on the embankment until it reached the point where the locomotive and tender had shot from the right of way. Apparently at this spot the day coach had completely detached itself from the rest of the train. When it left the embankment it was neaded south of east. It leaped off in the manner of a man taking a dive from a height. Striking head on into the turf of the sloping lawn of the Horan homestead, it stopped with such terrific force that seats and racks inside the car were torn from their fastenings and hurled to the forward end. This car rested on its side. Right in the middle of it, half through an opening where a window had been and partially embedded in the ground, was a big stone of about duct. How it was dislodged and thrown, as from a catapult, into the day of rescue very dangerous." coach, thirty feet away, is a feature of the wreck that cannot be explained.

This stone, according to some who were early on the scene, rested on rerespore epold remove it. Seven of the dead were taken from the day

Next behind the Altreus was the siceper Mandarin. Seemingly these through. two sleepers went down together, but the Mandarin turned only half over, landing on its right side parallel with the right of way and about twenty feet from the embankment. The roof of the Mandarin rested against the was turned in. This brought not only firemen, but police reserves. As fence around the front lawn of the Horan homestead.

CAR HURLED TIFTY FEET; NOBODY HURT.

Looking at the wreekage of the Mandarin convinced observers that the day of mirriles has not passed. Here was a heavy car, with nearly every berth occupied, harled nearly fifty feet through space onto a gently clepter, hilliside and not one of the passengers, so far as is known, was seriously injured.

Those passengers who had berths on the right hand, or southerly, side of the car found themselves covered with the seats and berths and bedclothing and curtains of the other side, which had dropped upon them. To screeces the passengers thus imprisoned it was necessary for the firemen to chop a hole in the roof of the car.

Passengers on the opposite side of the car climbed out through the windows. Among them was R. A. Braun of Newark, N. J., who had the has berth on the left hand side of the car.

"I was awakened from a sound sleep," said Mr. Braun, "by a stunning erach, and found myself covered with wreckage and almost smothered. The interior of the car was black. Through a window I could see a flicker of light from the tower station. I worked my way through the window, abandoning my clothes, watch and grip, and found myself in an inferno.

"It was pitch dark, except for the tower lights. The scream of escaping

Dead, Dying and Injured in Federal Express Wreck.

street, Philadelphia. ROGERS, MRS. GEORGE, and infant

UNIDENTIFIED BOY, three years of

eight years old. ENGINEER L. A. CURTIS. FIREMAN W. A. RYAN. NEGRO passenger, about thirty year

GEORGE W. SAUNDERS, trainman. TWO UNIDENTIFIED CHILDREN. THE INJURED.

Creek, Md.; bruises.

CLEPHONE, JOHN, Cherry Creek, Md.

head and body bruises; internal in-

juries; condition critical. Penn street, Philadelpha; head badly

body crushed. PUREY, MICHAEL, New Rochelle, con-

ductor of train; fractured skull; internal injuries; will die.

GLOSSMAN, MRS. MARY

HARRIS, MARY E., Philadelphia. HARTMAN, MRS. MARY, Philadel-

HOLMES, MRS. CARRIE, Philadel-

HOYT, FRANK A., Boston. JOYCE, MRS. JAMES B., Washing sixty-two; back injured, condition

> KING, W. A., Kansas City: suffering from shock. KISSNER, DAVID, No. 304 WHYS ave-

nue, New York, brakeman; fracture left leg, internal injuries. Will probably die. M'CANN, MRS. MARY, Walton street, Philadelphia.

M'CONNOR, MRS. — Chestnut Hills.

Philadelphia; ribs broken. MESERVY, MISS LUCILE, Washing MICKENS, MISS JESSIE GRAY, Washington.

MONROE, BURCHA, Cliftondale, Mass.; right arm fractured, spine injured. Berlous.

MURDOCK, —, No. 24 Broadway, Somerville, Mass. NOTE, LUCY, No. 222 Washington ave

nue, Washington, internal injuries condition critical.
ROGERS, FRANK, Washington, D. C.

ROGERS, G. E., member United Coast Artillery. SAUNDERS, W. H., New London; burned about hands.

SAUNDERS, MRS. W. H., New London; leg fractured. SISSON, JOSEPH P., New Haven. EOLSKY, MRS. MARY Z., Philadel-

SWEENEY, MARY, Phillipsburg, N. J. suffering from shock; serious. VON PFEIFER, JOHN F., McDonald

skull; condition critical. WALKER, JOSEPHINE, Philadelphia WALKER, MRS. MARY, No. 115 Elev-

INKNOWN leg broken. UNKNOWN WOMAN, face terribly

bruised, leg fractured.

steam from the engine ahead was deafening. This soon died down, and then we heard the shouts and screams and moans of the injured men and women. With the exception of the members of the train crew, everybody around the wreck was in partial undress. One man, attired only in an undershirt, worked like a wild person for half an hour in the task of rescue cured for it. The friends of the measuntil the arrival of lights betrayed his lack of apparel.

"To add to the terror of the situation, the wreck had pulled down a mass of live trolley, telegraph and telephone wires. Many of these wires were a ton weight. This stone had formed part of the embankment of the via. stretched across the wrecks of the Mandarin and Altrus and made the work

Mr. Braun's watch was found in the wreckage and returned to him by Capt. Redgate of the Bridgeport police. A basketful of valuables was turned | held the spotlight during the half hour the leg of a woman victim for half an hour before frantically struggling over to the police by the wreckers. One item was a pair of corsets, to which was fastened twenty-three dollars in bills and a small gold watch.

The car behind the day coach was the Pullman sleeper Altreus. It crossed the day coach was the Pullman sleeper Altreus. It the third sleeper to leave the track was the Soriano. This car jumped to the day coach jumped off the viaduct and landed, right side up, on all its wheels, directly across the track, and then toppied over, landing with the roof on the ground and the wreck of the first of the air. The wheels of the Altreus were about on the level was serting off alone on a visit to relate the combankment.

AUTUS PKESSED INTO USE AS AMBULANCES.

It developed the track was the Soriano. This car jumped around her on the promenade deck, and an orchestra vigorously playing national field. I got a good bump on the head but and landed, right side up, on all its wheels, directly across the viaduct and landed, right side up, on all its wheels, directly across the viaduct and landed, right side up, on all its wheels, directly across the viaduct and landed, right side up, on all its wheels, directly across the viaduct and landed, right side up, on all its wheels, directly across the viaduct and landed, right side up, on all its wheels, directly across the viaduct and landed, right side up, on all its wheels, directly across the viaduct and landed, right side up, on all its wheels, directly across the viaduct and landed, right side up, on all its wheels, directly across the viaduct and landed, right side up, on all its wheels, directly across the viaduct and landed, right side up, on all its wheels, directly across the viaduct and landed, right side up, on all its wheels, directly across the viaduct and landed, right side up, on all its wheels, directly across the viaduct and landed, right side up, on all its wheels, directly across the viaduct and landed, right side up, on all its wheels, directly across the viaduct and landed, right side up, on all its wheels, directly across the viaduct and landed in or the viaduct and landed, right side up, on all its was all. I thank God that our boys to the curve was a life. I got AUTOS PRESSED INTO USE AS AMBULANCES.

> The work of rescue and relief was under way soon after the accident As a means of getting properly equipped aid to the scene, a fire alarm the extent of the disaster grew upon the minor railroad officials, they sent for the big men in authority, and before daylight the whole system of wreckage relief of this division of the New York, New Haven and Hartford was in action.

> Bridgeport has only one ambulance. This, of course, was inadequate. Mitchell's garage was called upon for cars, and other garages were enlisted later. Touring cars were used for the removal of the least seriously hurt to St. Vincent's Hospital and Bridgeport Hospital. The ambulance was reserved for the desperate cases.

PANIC IN BOSTON STATION AMONG WAITING FRIENDS.

BOSTON, July 11 .- There was a panwhen the news came to waiting friends and relatives that the Federal Express.

terical women and excited men. At 7 o'clock, when the train was due here, a large number of persons were awaiting if. Many of the expectant throng had close relatives and dear ed that the train was four hours late. toky flurry in the South Station to-day picton. Numbers of persons rushed to

When the truth was made known a bearing passengers whom they had come to meet, had been wrecked. It was only with extreme difficulty that the employees of the road quieted the hys-

Europe and was waiting for his fam-ily to take its members to Manchester-by-the-Sea for the summer. Mr. Gill got in communication with Bridgeport and learned that his relatives had not been injured.

WRECK'S VICTIMS PROMINENT PERSONS IN WASHINGTON.

WASHINGTON, July 11.-The wreck at the White House to-day, and it is likely that when the President next goes to Boston or Beverly a pilot engine will precede the train to which his car is attached. Such a request undoubtedly will be made by the White House officials to safeguard the life of the President.

Among the more prominent Wash-ingtonians in the list of injured are Mrs. Walter C. Clephane of Chevy Chase, Md., the wife of a well-known chase, add., the wife of a well-known local attorney; Mrs. Logan W. Page, wife of the director of the office of public roads in the Department of Agriculture, and Mrs. James B. Royce, of the Maury Apartment House, wife of a clerk in the War Department.

MOVE TO PASS HIS

street, Readville, Mass.; fractured Hopes Soon to Have Measure Lifting Ban on Course Owners Up for a Vote.

> ALBANY, July 11 .- Senator Cittins gave notice in the Senate to-day that at some future date he would move for the discharge of the Codes Committee from consideration of his bill relieving race track associations of personal liability for betting within their premises unless t can be shown that they have knowl-The matter may be called up to-mor-

ure now are hopeful that it will receive

HELD "SPOTLIGHT" ON BOAT.

Little Etta Mans, the eleven-vent-old daughter of Louis Mass of 174 West One Hundred and Thirty-seventh street, before sailing time on the North German Lloyd liner Kaiser Withelm II. this morning. A number of the little one's playmates and relatives were grouped

teacher in this city, Charles Ucsinder It is a safe prediction that Miss Etta will be popular and well cared for the passage across.

> Arm Rocker. Strong and Comfortable, Only

White Mountain Refrigerators, some of anow white stone, as low as \$4.75 Call and examine our White Enam-el Bedroom Set of 7 large plees, worth \$90; for this week. \$55,50 GRAND RAPIDS PURNITURE At Factory Prices.

Lennon & Company 151-158 E. 23d St. ur. Lexington Av

Survivors of Wreck Tell Stories Of Close Escapes From Among Dead

Saunders of New London, who was in the day coach of the wrecked Federal Express—his wife was desing at the time of the crash—awoke to find himself in darkness. The wreck took fire near him and he managed to crawl to safety, although his arms and hands were burned as the fire communicated.

"The ambulances had muffled their whistless and the fire engines superried." of the Federal Express caused a shock fire near him and he managed to crawl to his clothing.

Airs. Saunders was pinned under the wreckage and had to be released by the firemen, who, after putting out the firemen, who, after putting out the fire, cut away the side of the car. Across the aisle was a negro who was killed.

One of the remarkable incidents was

Mrs. L. W. Page of No. 2223 Massachusetts avenue, Washington, was in a here Horan's yard was a pitiful sight, front stateroom of one of the Pullmans I saw fifteen bodies lying on the grass with her maid and child. The child was covered with blankets. The passengers, not hurt and the mother merely g.t a wrenched back, although she was in the full line of wreck action.

some injured apparently, and others dazed by the accident, sat huddled in the yard watching the ambulances from the five hospitals carry off load after

ing for the injured, heard the crying of filled with the injured." child. He searched the car and on a seat found a young babe not more than DOZEN PASSENGERS THROWN a year old. The child was not hurt. It had become separa 4 from its mother, Mrs. W. Y. Clephane of Cherry Creek, Md., and its aunt, Miss Beatrice Clephane, both of whom escaped with scalp

wounds.
Col. C. S. Rogers of Washington and among the rescued. He said that his the wreck. It was stated that the

said Roger Bresnahan, the St. Louis speed and Motorman Patrick Beatty team's manager. "I was smoking at the of No. 725 Franklin avenue, Brooklyn, time the spill came and I grabbed some- was confident that there was plenty of

Rube Ellis of the St. Louis team, said. oughfare when the car was less than "I was in bed at the time of the wreck. one hundred feet away. None of the

One of the earliest eye-witnesses of the wreck to arrive at the Grand Central Station from Bridgeport was Will-lam B. Duncan, an attorney with offices at No. 65 Pine street, this city, and who lives at Bridgeport.

His, and Thomas at the the Vernon, were so badly hurt that they required medical attention. Their cuts were dressed by Surgoon Duff of the lam B. Duncan, an attorney with offices at No. 65 Pine attention. Their cuts were dressed by Surgoon Duff of the lam B. Duncan, an attorney with offices at No. 65 Pine attention. "The crash, like a sound of a hundred scratches.

candles are the acme of purity and

Special for Tuesday, the 11th Special for Wednesday, the 12th

POUND BOX 25C MIMONDS.

Park Row and Cortlandt Street stores open every evening until 11 o'clock.

All our stores open faturday evening until 11 o'clock.

These flowers of human kind must be protected against inferior ingredients in the foods that they like. Loft's

every piece an insurance policy of The specified weight in each instance in-

POUND BOX 10C CHOCOLATE NUT AND

BRIDGEPORT, July 11. - W. H. axes smashing into timber, awakened

whistles and the fire engines scurried to the scene of the wreck without sound-

ENGINE LEAPED CLEAR ACROSS STREET INTO YARD.

One of the remarkable incidents was when the firemen cut a hole in the roof of a coach which was lying on its side and a man crawled out, dragging his suit case. He said he had not even had a scratch. He dropped the dress suit case and immediately assisted in saving victims.

J. W. Armbruster of Springfield, Ill., and B. F. Griscom of Philadelphia were in the coach which left the ralls last. They escaped with a shaking up. They said there were eighteen passensers in this car, and had another car followed it they probably would have all been killed.

The body of Mrs. Whalen of Philadelphia was taken from the coach. Under the woman was the body of her little child.

Mrs. L. W. Page of No. 2223 Massa
"When I reached the spot the engine was buried deep in the yard of James was bu

"When I passed the wreck on load of injured. All the

avenue a wagon from which projected car. Three of the dozen brushed ton "I was in the next to the last car," the car were badly cut and bruised. The trolley car was going about half

thing and held on. I got out all right.
Not one of our men was hurt, but of
course our baggage is gone for good. We rear. The vehicle belonged to O'Neill
Bros. iron workers, and John O'Neill were on our way to Bosion, where we are scheduled for a game with the BosO'Neill had his back to the approach-

POUND BOX 10C

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5 Stores 206 BROADWAY

Hospitals Unable to Assure Cure. First Application of Cuticura Soap and Dintment Allayed Itching. Psoriasis Has Disappeared. "Allow me to say a few words in praise of the Cusicura Remedies. About three years

GATES GROWS WORSE:

HIS CONDITION CRITICAL

Doctors Attending American Mill

ionaire Admit the Gravity of

His Illness.

PARIS. July 11 .- The condition of

ohn W. Gates, the American floancier.

was worse to-day, and his physicians

said that their patient was in a critical

father's bedside from New York, ar-

Czar's Latest Dreadnought.

ST. PETERSBURG, July 11.-The Poltava, the second of the four Dread-

Poltava, the second of the four Dread-noughts laid down in June, 1992, was launched in the navy yard yesterday, the anniversary of the battle of Poltava. The vessel is of 23,000 tons and in di-mensions and armament is the same as

the Sebastopol, which was launched June 29. She will carry twelve 12-inch guns, sixteen 4.7-inch guns and smaller

SCALES BROKE OUT

ALL OVER HER BODY

Scalp Affected, Hair Began to Fall. Hands So Disfigured She Had to

Wear Gloves All the Time. Two

artillery.

Charles G. Gates, who hastened to his

ago, I was affected by white states on my kness and clows. I consulted a dector who treated me for ringworm. I saw no DOZEN PASSENGERS THROWN
OFF CAR'S RUNNING BOARD.

Side Wiped by Cover of a Wagon
as It Backed Against
Trolley.

A dozen passengers were brushed today from the running board of a
crowded trolley car bound for Coney Isiand. As it passed No. 782 Coney Isiand
avenue a wagon from which projected. both among the killed.

ST. LOUIS BALLPLAYERS CAN'T a huge board cover backed against the After the first application, the itching was

"I am still using the Soap and Ointment and now feel that none other is good enough for my skin. The psoriasis has disappeared and I everywhere feel better. My hands were so distigured before using the Cuti-cura Remedies that I had to wear gloves all the time. Now my body and hands are looking fine. "(Signed) Miss Sara Burnett, 2125 Fitzwater St., Philadelphia, Pa., Sept. 30, '10. Although Cuticura Soap and Ontment are sold throughout the world, a liberal sample of each, with 32-p, book on the skin will be sent free, on application to Potter Drug &

103 W. 14th St. Phone 2565 Cheises.

J-SAV-O-RA DENTIFRICE

LOST, FOUND AND REWARDS. o bil in modey inside, tiberal reward for and to same, birs. E. B. Yates, Column Madison av.